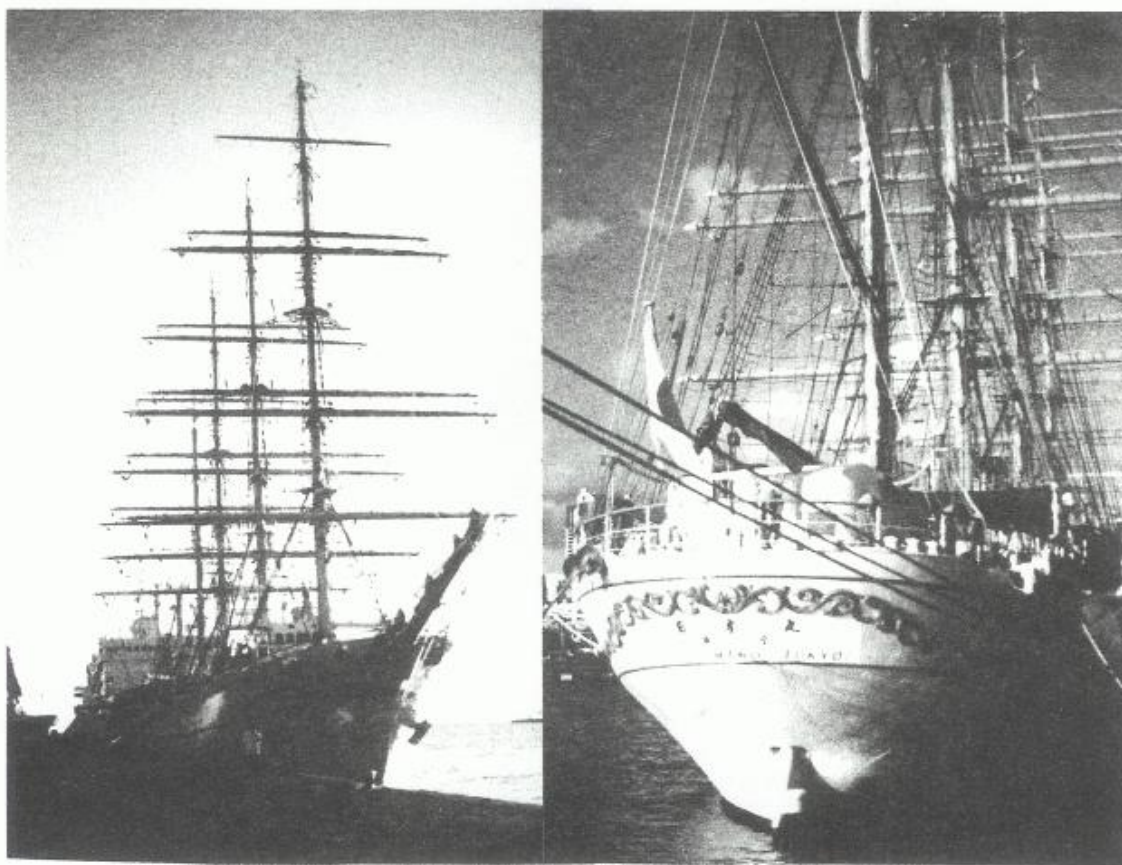




2000-2



Four Masted Bark " Nippon Maru " in Honolulu, Feb. 1998.
Photos from Russell R. Rowley of Seattle, Wa.

**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA INC.**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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DEADLINE for submission is the second month of each quarter.



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The Bottle Shipwright

Volume 18.

Number 2.

Association Officers

JACK HINKLEY.....President
FRANK SKURKA.....Vice President
GEORGE D. VILLIERS-FURZE.....Membership
ADAM MELLO.....Treasurer
RAY HANDWERKER.....Editor
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RAY HANDWERKER.....Decals / Patches
ON THE COVER The Nippon Maru from
Russell R. Rowley

Regular Features

FROM THE PRESIDENT
FROM THE EDITOR
FROM THE MEMBERS
BOOK REVIEWS

BACK COVER A Chinese Sampan from
Alan W. Barraclough.

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.....ATTENTION ON DECK!

THIS IS THE CAPTAIN!!

The response to the announcement of a Conference to be held in Detroit in April 2001 has been nothing short of amazing. Thirty two letters of intent to attend were received by the extended due date accounting for forty-three members and wives from sixteen states from Vermont to Florida and New York to California who will attend.

Thirty seven ships-in-bottles will be sent for exhibition and fourteen for show and tell at the Saturday meeting. Some members also agreed to demonstrate techniques that will be in the program. Thank you for your responses.

Knowing the number of attendees we are now able to plan details for the program, motels, conference activities and outside activities which will appear in future Bottle Shipwrights.

I am happy to advise that our Vice President, Frank Skurka is recovering well from his recent heart by-pass surgery. Frank will be heading up the business part of the Detroit Conference on Sunday morning. Take it easy Frank.

If anyone has agenda items that they would like to have discussed send them to Frank Skurka at 2447 Aron Dr. N. Seaford, N.Y. 11783.

HIT THE BOTTLE

Jack

1.

Send Material for the Editor to----
5075 Freeport Drive, Spring Hill, Fl., 34606.
E-Mail-btlshprt @ innet.com.

Ray Handwerker



Our condolences go out to member Conrad N. Forget on the loss of his departed first mate Barbara Mae Forget. It is always with great sadness that i must report these losses.

On a happier note i am glad to report that VP. Frank Skurka is recovering from his sudden surgery. And yes for those of you who have called and asked , i am still here. And believe it or not the food in the hospital was pretty good. But i now know how a dart board feels. If they take any more blood i will be officially empty. Next week they want some bone marrow. Why do i think that,that is going to hurt. Once again I must ask all of you members for some input. Photos , hints tips, articles are desperately needed. Detroit 2001 April is looking very good, and i don't think it is to late to sign up. Contact Jack hinkley for more info.

Now let's refill those bottles.

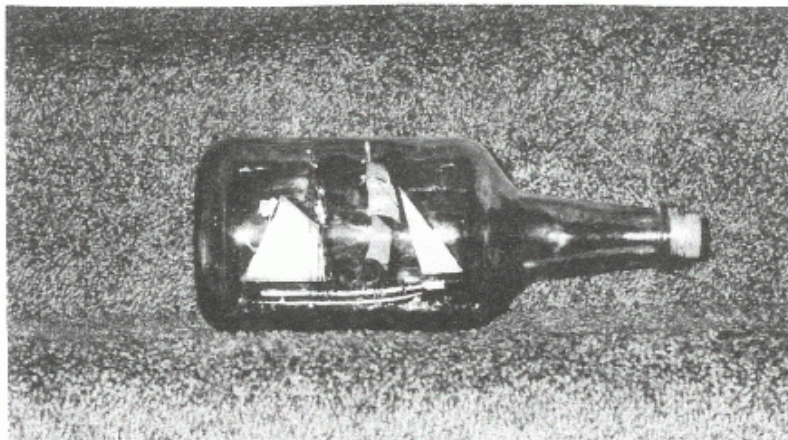
WELCOME ABOARD NEW MEMBERS.

William Dombroski, 19 Parkview dr. Plains, Pa. 18705.
Floyd H. Fulkerson, 1155 Jones,#607. San Francisco, Ca. 94109.
Harvey George, 11007 SE 55th Ave. Milwaukie, Or. 97222.
Shawn Olson, 2903 Dukelow Rd. RR#2, Spencerville, Ontario,KOE IXO Canada.
J.M.Sork, 339 Hidden River Rd. Narberth, Pa. 19072.
Larry Von Werder, 2518 NW Robin Hood Dr. Lawton, Ok. 73505.
Robert Whitters, 8/7 Jennie Cox Close. Erina, NSW 2250 Australia.

ADDRESS CHANGES.

Steve Moseley, 222 Senator Pl. Apt.#32, Cincinnati, Oh. 45220.
Jeffrey D. Simmons, 605 N.K St. Tacoma, Wa.98403-1713.
Ralph E. Sprague,403 11th St. N. Breckenridge, Mn. 56520-1627

If I missed anyone, my apologies, and drop me a line for a correction in the next issue.



Member Lee R. Pyle sent in the above photo of his latest work.
Nicely done Lee.

Gentlemen , in the future please add the name of the ship and the type and size of the bottle.

A Short History of Great Lakes Ships

by Joe Barr

With the upcoming SIBAA exhibit in Detroit on 27-29 April 2001, I figured that a short article on Great Lakes ships, a quick history, would be appropriate. Although there is no requirement to submit models of Great Lakes ships for the upcoming exhibit, you might want to try one.

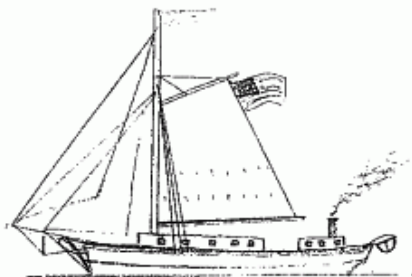


Shipping on the Great Lakes started in the 1600s. At first, French voyageurs traveled the rivers and Lakes on large bateaux (very large canoes) involved in the fur trade. The voyageurs traveled between Montreal and Quebec City to the northern Lakes, bypassing Niagara Falls by paddling up the Ottawa River and over to Georgian Bay in Lake Huron. There are some groups who re-enact these voyages with replicas of the bateaux and at areas like Mackinaw City, there are annual encampments to show what life was like in those days.

Non-canoë shipping on the upper Lakes dates from the time that Moise Hillaret built the 2-mast brig GRIFFIN for Sieur de LaSalle at Cayuga Creek in 1679. That vessel was assembled above Niagara Falls, but much of the timber and all of the fittings were cut and made at Montreal. She only made one voyage - up to Green Bay in Lake Michigan, but she was lost on her return voyage.

In the 1700s and early 1800s, the bateaux continued to be used, but more and more wooden sailing vessels appeared. By the time that the War of 1812 broke out, the British had a naval presence on the Lakes, particularly at the Straits of Mackinac and in Lake Erie and the Detroit River. The Americans built wooden naval vessels at Erie, PA and the famous Battle of Lake Erie took place at the islands in the western part of Lake Erie. One vessel, NIAGARA, has survived from that time, although she has been reconstructed at least four times. Her homeport is Erie, PA. She flies the famous banner "Don't Give Up the Ship."

After that war, both the British and the Americans restricted the number of armed vessels on the Lakes and commerce began to boom. There was a mix of steam and sail craft on the Lakes. The first commercial propeller vessel, VANDALIA, appeared on the Lakes in 1841. So throughout the 1800s, new vessels included side-wheelers, propellers, barks, brigs and many schooners. Most schooners were 2-mast or 3-mast, but there was one 5-mast schooner, the DAVID DOWS, built in 1881. Also, most ships were built of wood. In the last half of the 1800s, a common sight was to have a wooden "steam barge" pulling a string of schooner-barges -- all filled with bulk cargo, often lumber. The classic



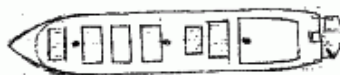


Laker freighter look appeared in 1869 with the pilot house forward and the engine, galley and most of the crew quarters aft. Throughout the 1800s, there were many experiments with the material used for the hulls. There were composite vessels of wood and iron, all iron and, eventually, steel won out in the late 1800s although wooden ships continued to be built into the 1920s.



The ships kept getting larger and larger. Through the 1920s, side-wheel passenger ships continued to be constructed. Some of them were huge. In the 1950s, the passenger trade declined and the bulk freighters reigned supreme. With the opening of the St. Lawrence Seaway in the 1960s, ocean going vessels ("salties") became a common sight at every Lake port.

So as you can see by this short history, there certainly were and are a large variety of vessels on the Great Lakes. If you want to try a modern Great Lakes vessel, you can find hundreds of photographs of them at the following web page: www.boatnerd.com. That web page also has links to many museums and collections that have photos available. You might also want to try your local library. You are welcome to write to me and give me a "type" of vessel that you may be interested in and I'll check my files for photos or plans and get back with you. You can reach me at 15590 Chestnut, Eastpointe, MI 48021. But also remember that you don't need to submit a Great Lakes vessel for the upcoming exhibit. The important thing is submit your work.



DETROIT CONFERENCE NOTES

It is expected that there will be large crowds in the Dossin Museum on Saturday as there will be other exhibits. During our Saturday session we will be conducting a Bottleship Show and Tell contest. The winners to be selected by ballot by the public. Plaques will be awarded for the most popular bottleship, bottleship diorama and bottled "object other than a ship" Bring you models and co

For those members who are sending ships for exhibition it is a MUST that you write to Mr. John Polacsek, Curator of Marine History, Dossin Great Lakes Museums, 100 Strand Drive on Belle Isle, Detroit, MI 48202 to obtain Dossin Museum Insurance forms that MUST accompany

your models when submitted to the Museum. A letter from Mr. Palacsek accompanying the loan form will tell you when your model(s) must be in the Museum. Obtaining the Museum form is a Museum requirement that we were not able to alter. The date for models to be in the Museum is to allow some lead time for them to set up their displays. My suggestion is to write for the loan forms immediately. REMINDER: Your models must measure under 12 inches wide.

A few weeks back Charles Hand had passed along the idea of making rope grommet bracelets that might be popular among the school kids set. I whopped up a few which seemed to go well with some of my track kids so the old Kai-cho, Old Salt Skurka and originator Charles will be or have been building grommet bracelets which we will offer for sale at the Conference to help reduce expenses. I suggest and inside diameter of 2 1/2 inches. We're looking for about 100 or so. Salty Skurka recommends manila hemp; Kai-cho is using sisal which is a bit rougher material. Anybody who can turn out Turks-heads might try a few to submit.

We are hoping for a great Conference. More in later issues as details progress.

Jack
Jack

Barbara Mae Forget: In Remembrance

Gentlemen: I am enclosing a gift of \$30.00 in loving memory of "My Mate", Barbara Mae Forget, who passed away on December 29, 1999. The North Star pointed the way for My Friend on her final travel. It will be an honor to see Barbara's name in your great journal.

Conrad N. Forget
Chicopee, MA



- We start off the welcoming of new members with Harvey George of Milwaukie, Or. who got missed in previous issues. Harvey received his membership as a birthday present from his wife Jeanette. And once again we have a number of new members who were sent via E-mail so there is no info as to experience. Floyd Fulkerson of San Francisco, Ca. Shawn Olsen of Spencerville, Ontario, Canada, J.M. Sork of Narbeth, Georgia. and Larry Von Werder of Lawton, OK. who states that this is his first time with this hobby, but he is a Navy Vet, and likes fishing, and models.

On the other hand Bill Dombroski of Plains, Pa. is a recruit of Bill Johnston's and is a wood carver. Robert Withers of Erina, NSW. Australia has completed about 20 SIB'S, has read Clive Monk's book along with Jack Needham's and Don Hubbard's. He likes 19th century ships and square riggers. Well gentlemen Welcome aboard and remember, this journal is about you, what you do and how you do it. Have a tip or different method of doing something, A question or some photo's of your work? Send them in. We will try to help.

Below is an E-mail I received from Berlin, Germany.

Subject: news from Berlin

Date: Sun, 25 Jun 2000 21:35:52 +0200

From: Cordula Braatz <cordula.braatz@tu-berlin.de>

To: btshprt@innet.com

Dear Ray,

great news here from Berlin, I have won an award at the Scale Ship Model Competition and Exhibition 2000 at the Mariners' Museum in Newport News in Virginia. I started in the Scratchbuilt Division with my model of the "Hannah" 1:150, built into a five litre bottle. The model was judged with a certificate of commendation. I'm very proud of this. It was the first ship in a bottle which ever started in this competition. So I think it is a good beginning for showing that our work on the models is also very artful and of course that we also can build models in scale. You can find information about this competition at the Mariners' homepage under <<http://www.mariner.org>>.

All the best to you and yours

Bernd and Cordula

Some of you might be asking, what happened to the ad for T-shirts and hats. First, when I started them a number of years ago, I laid out the money for the transfers, and there had to be so many transfers made.

Well I never recouped my original outlay for the transfers and the number of shirts and hats sold never used up the transfers. The remaining transfers deteriorated with age and were unusable.

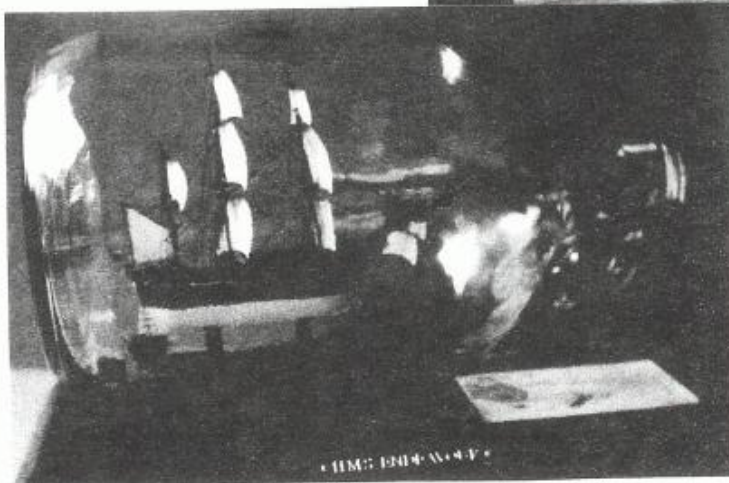
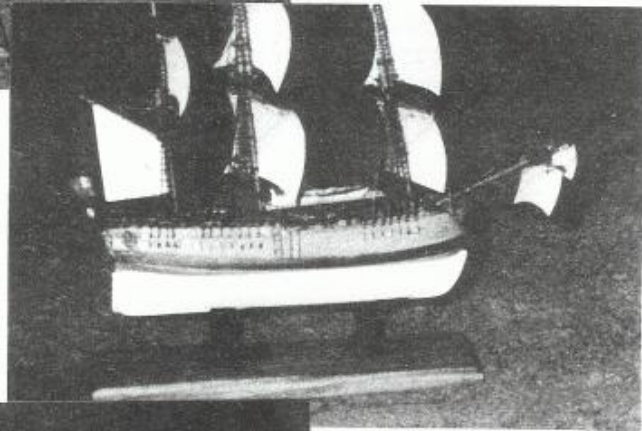
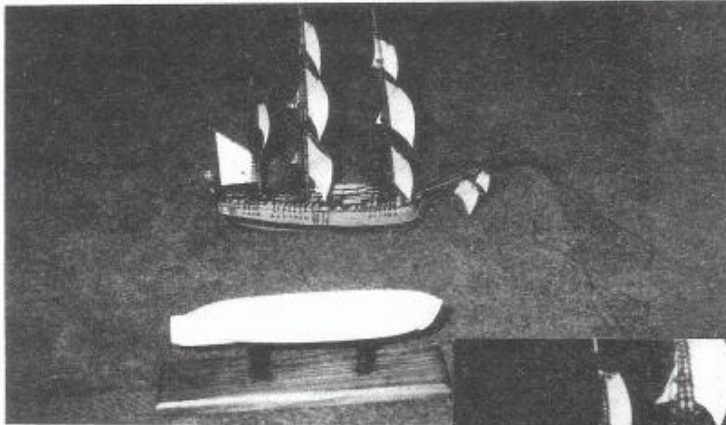
As I only was getting 3 or 4 orders per year it is not economically sound to lay out more money that I will not get back.

Sorry but that is the way it is.

And Saul Bobroff has upgraded the index for the Bottle Shipwright. He has not yet stated if he will offer them for sale to the members. Stay tuned, Great job saul.

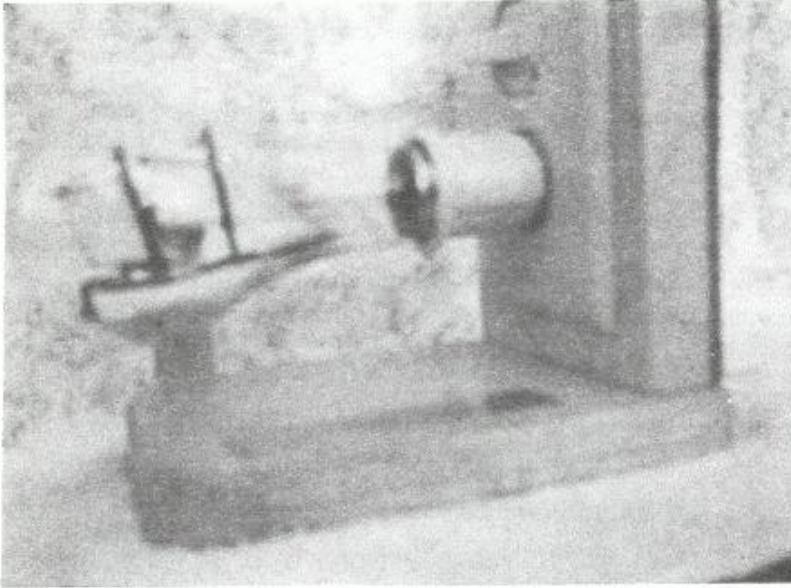


The photo's below are from Bill Weiser, of Florence, Or. The re-production of Captain Cooks Ship "Endeavour" payed a visit to Coos Bay Oregon and he took some photos. Then he found a set of plans in a time life book. Thanks Bill , beautiful work.





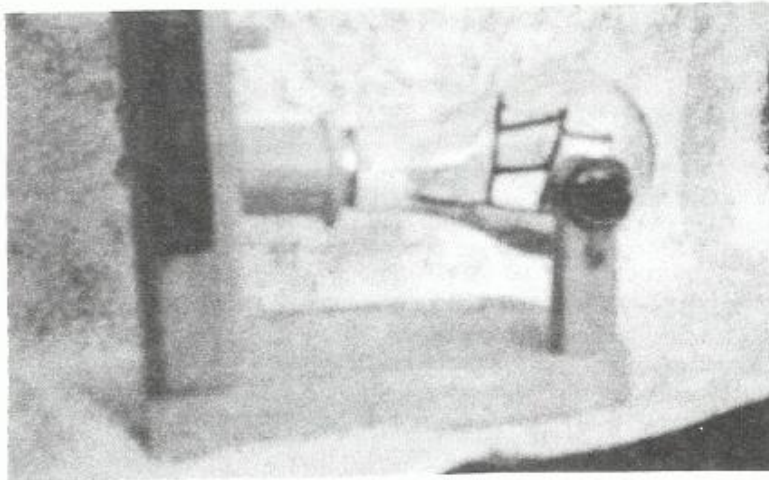
Letters
from the members



Don Kleismit of Dayton, Ohio sent in these photo's of his 1st work. the accompanying note read.

I am a new member and this is my first attempt at S.I.B's. It is a Macinaw Boat which was in your 1998-4 issue. I used a 100 watt light bulb for this project . I thought this was a cleaver way to mount it. On the back side I mounted a pen light on a pedestal after disassembling the light and running wires to the switch and an AAA battery.

When you turn the switch on ,it looks like the bulb is on.



Unique idea Bill, thanks and well done.

E-Commerce Adventures and the New SIB Book

I love the Internet! It has opened up International Communications and Commerce, like no other action, product or event in our history.

I received the FY 99-4 copy of "Bottleship" from the European Association of Ships in Bottles on December 9th, 1999. There was an advertisement for a new SIB book; "Ships Models in Glass" by Peter Hille and Barry Young. It was published by Brown, Son & Ferguson Ltd. Of Glasgow. The advertisement said "Available from your local bookshop".

I immediately tried to locate the book through Amazon.com and B&N.com. The book was not listed as one of their titles, for sale. I cranked up my search engine, went to Glasgow, found a business directory, located the publishers web site, discovered that they sold direct and accepted credit cards. On Dec. 12th, I placed an order.

I received an e-mail confirming my order within a few hours. My book arrived on Monday the 20th of December.

The service was fast, friendly and efficient. Every one should check out
< www.skipper.co.uk/ >

The Book

"Ship Models in Glass" by Peter Hille and Barry Young is 8.5 X 11 inch, 190 page, hardback book containing 12 full chapters and 3 appendices. The cost was 35.00 Pounds plus 7.00 Pounds shipping, or about \$68.00 U.S.

The amount of information this book contains is almost overwhelming.

If you are a novice and want step-by-step details of ship bottling from A to Z, I would suggest acquiring Don Hubbard's "Ships in Bottles" or Leon Labistour's "Making Ships in Bottles". On the other hand if you have built a few Ships In Bottles (SIB's) and want to learn more techniques and methods, this book could be what you are looking for.

Almost all of the steps in Mr. Hubbard's and Mr. Laistour's books are covered in this book, but they are spread over twelve chapters. If you did not know what to look for, it would be difficult to find. The steps are cross-referenced, but you have to search them out, step by step. What is outstanding about this book are the techniques and methods not covered by the other books.

Chapter one "Techniques" covers things like drilling and cutting glass, making molds and patterns, and photo etching.

Chapter two is "Tools of the Trade". It goes into quite a bit of detail on manufacturing different tools and jigs.

My favorite chapter was four. "Bottles, Stands and Embellishments". This chapter covered in detail how to build "Puzzle Closures". It showed half a dozen different closures.

Chapter six covered "Seascapes and Dioramas". There were details on buildings, lighthouses, buoys and markers. It showed how to angle your sails to the wind and set up your sea to the wind. There were full diagrams and parts lists on setting up and installing working lights and beacons, in your bottle.

Chapter twelve "Books, Plans, & Nautical Terms" is outstanding. It lists 75 Ship-In-Bottle Authors and Books, by country. A comprehensive Glossary of Nautical Terms and a list of the Specialist Magazines of our craft. There are also four detailed plans for 1). Royal Yacht *Iduna*. 2). *Pride of Baltimore*. 3). 3 Masted Bark *Belem*. 4). Revenue Cutter *Swan*.

The appendixes contained lists of suppliers, pattern sheets for details and the Bibliography of sources.

I know the price of the book is a little steep, but it has become an indispensable reference source for my SIB's as well as other modeling. I would recommend it to everyone.

There was one personal detail about the book that I did not like. I like the paperback books that I can break open and use as a reference on my workbench. I like to tab pages and mark and highlight sections of the book. This book is so nice and well made, I felt guilty doing this. It did not stop me from "defacing" the volume; it just made me feel guilty.

Buy the book, it's great and well worth the money!

Bob Evans
cwoboats@aol.com

OPERATION SAIL 2000

By Frank Skurka.

Starting last April in Agadir, Morocco, a fleet of sailing vessels set sail from the old world to the new and "Op-Sail 2000" began. They sailed to San Juan, Puerto Rico, May 25-29; Miami, Florida, June 7-10; Norfolk, Virginia June 23-29 (Half the flotilla in each city); New York Harbor July 3-9; New London, Connecticut, July 12-15 and Portland, Maine July 28-31. As they proceed up the east coast they will either come along side, or anchor off, other towns such as Virginia Beach, Virginia and Boston, Massachusetts for different time periods, according to various special events which have been planned.

This is the fourth Op-sail and the first in eight years. Started by President Kennedy in 1964 with the tradition being carried on to celebrate other important moments and events in American history. Another is not planned until the year 2008. President Clinton will attend, with many civilian and military leaders, along with many world leaders and will review the international fleet from aboard the aircraft carrier "John F. Kennedy" as they pass the Statue of Liberty and pass in review to head up the Hudson River to the George Washington Bridge. At the bridge they will reverse course and go down river to assigned berths and anchorages. The lead vessel will be the "Eagle" (U.S. Coast Guard flagship) followed by the following vessels in the "Parade of Sail": Danmark, Denmark; Pogoria, Poland; Niagra, U.S.A; Guyas, Ecuador; Rose, U.S.A; Sagres, Portugal; Oosterechelde, Netherlands; Kalmar Nyckel, U.S.A; Europa, Netherlands; Gazela of Philadelphia, U.S.A; Kiano Maru, Japan; Cisne Branco, Brazil; Capitan Miranda, Uruguay; Esmeralda, Chile; Simon Bolivar, Venezuela; Dar Mlodziezy, Poland; Libertad, Argentina; Dewarutji, Indonesia; Amerigo Vespucci, Italy; Gorge Fock II, Germany; Juan Sebastian De Ecano, Spain; Gloria, Columbia; Eendracht, Netherlands; Bluenose II, Canada; Picton Castle, New Zealand; Wavertree, U.S.A. these are the vessels of the lead off flotilla.

Almost every famous wind ship in the world will take part, among which are the "HMS Rose" the largest active wooden sailing vessel in the world and the "Amistad" a replica of the 19th century topsail schooner that slaves seized in a famous revolt (depicted in a movie of that name).

The 83 year old famous TV reporter "Uncle Walter" Cronkite (the most trusted man in America) will play an active part as an Op-Sail trustee and serve as honorary chairman.

Four million people are expected to attend. More than 60,000 small vessels will be in the harbor and Macy's department store promises "The largest fireworks display in history".

A sailor met a pirate in a bar and they took turns recounting their adventures at sea. Noting the pirate's peg leg, hook and eye-patch, the sailor asked, "So, how did you end up with the peg leg?"

The pirate replied, "We was caught in a monster storm off the cape and a giant wave swept me overboard. Just as they were pullin' me out a great white shark appeared from the briny deep and bit off me leg!"

"Blimey!" said the seaman. "What about the hook?"

"Ahhh," mused the pirate, "we were boardin' a trader ship, pistols blastin' and swords a swingin'. In the fracas me hand got chopped off."

"Zounds," said the sailor. "And how came ye by the eye patch?"

"A seagull droppin' fell into me eye," said the pirate.

"You lost your eye to a seagull dropping?" the sailor asked.

"Well," said the pirate, "it was me first day with the hook."

MODELER'S LEXICON BY F.J. SKURKA

- BILL** :The shaped end of an anchor, which digs into the seabed floor. Also known as the pea of fluke.
- BILL BOARD** :A projection from the side of a vessel against which the anchor bill rests when the anchor is secured at the cat heads, which are larger projections at the front side of the vessel, from which the anchor is hung. The bill board is usually inclined.
- BILL OF HEALTH** :An official certificate attesting to the state of health in the port from which a vessel has come. If disease free, the vessel is given a clean bill of health; if there was any disease at all in the port of departure, not necessarily on board the vessel, the ship is given a foul bill of health.
- BILL OF LADING** :A document in which the master acknowledges the receipt of goods aboard; it is a description of the goods shipped and an agreement to deliver them in good condition, except for the dangers of the sea and foreign enemies.
- BILLET** :A job aboard a ship and an assigned place to sleep.
- BILLET HEAD** :The ornamentation (usually a small scroll) at the further most bow of a vessel in place of a more pretentious figure head, which is a carved statue made of wood. Also, another name for the logger head of a whale boat.
- BINGE, TO** :To binge is to clean out the wooden casks carried on board sailing ships. All food , water and liquids were carried in wood casks and had to be periodically rinsed or binged.
- BINNACLE** : The housing of the ships compass. In old ships the structure was a small wooden house from which the word was derived (italian). It is a box or non-magnetic container for the compass and is fitted with lights for night vision. When fitted with attachments and receptacles for magnets used in the compensation of magnetism of the vessels hull, it is called a compensation binnacle. The large, cast iron, adjustable balls on each side of the binnacle are called the " navigators balls ".
- BINNACLE LIST** :A sick list- the names of the crew excused from duty by the doctor; from the old days, when the list was hung along side of the binnacle for the Captain and officers to see.
- BIRD'S NEST** : (1) a small round platform on top of the mast where lookouts were stationed; not the same as the crow's nest, which was placed a little way down the mast and was much bigger, often with sides or railings. (2) A defect of distended strands of wire rope caused by a kink. (3) A snarl, tangle or raffle of line or rope.
- BIREME** :A galley of ancient times having two rows of oars on each side, one above the other.
- BITE, TO** :The action of the anchor when it embeds itself firmly in the sea bed and the ship is in no danger of dragging.
- BITT, TO** :The procedure of passing a rope around the bitts. To make fast to the bitts by a turn under the thwartship piece and again around the bitt head; to double or weather, is to have an extra turn.



WISCONSIN'S NEW FLAGSHIP.

The Wisconsin Lake Schooner Association (WLSEA), is building a traditional Great Lakes Schooner in the old fashioned, traditional way and will be the first vessel built in the state in more than a century.

Under construction since 1996, the "Dennis Sullivan" will be launched this spring (2000) when the masting, rigging and joinery will be completed.

The vessel will be all Wisconsin; Craftsmanship, Labor, Timber and a unique design indigenous to the state is incorporated. The "Sullivan" is more than 130 feet long and has three 95 foot, native white pine masts, donated and blessed by the people of the Menominee Nation and Menominee Tribal Enterprises. The vessel displaces 125 tons and has over 8,000 square feet of sail. The Schooner will be open to the public as a passenger vessel, floating classroom and the states good will ambassador.

Frank Skurka.



The EAGLE.

The lead vessel in "The parade of ships" for op-sail 2000 is the U.S.Coast Guard Barque " Eagle " which bears a name that goes back to the earliest days of the United State's oldest contiguous sea going service (if you forget the United States Merchant Marine). The first Eagle was commissioned in 1792, two years after the formation of the Revenue Marine, forerunner of today's Coast Guard.

The present vessel, seventh of a long line of cutters to bear the name, was built in 1936, by Blom and Voss Shipyard in Hamburg, Germany, as a training vessel for German Cadets. She was taken by the United States at the out break of World War II.

The ship is 295 feet long, is Barque rigged, carries 12 officers , 38 crew and 150 cadets. Maximum speed under full canvas is between 11 and 16 knots. Her maximum range is 5,450 miles, her home port is the U.S.Coast Guard Academy at New London, Connecticut and her current Captain is Ivan Luke USCG.

Frank Skurka.



modeler's lexicon By Frank Skurka (continued).

- BITTS : A pair of heavy wooden or iron posts set vertically, to which mooring or towing lines are made fast. In small craft, a bitt is a single vertical timber forward or aft with a thwartship pin through it around which mooring or towing lines are secured. Unless specified, bitts are used to secure the anchor cable. There are windlass bitts, jeer bitts, sheet bitts, etc.
- BITT HEADS ;The upper or top part of the bitts.
- BITTER :Any part of the anchor cable or chain which is wrapped around the bitts.
- BITT STOPPER :In the old days, before anchors were hung from chain, it was often necessary to secure the rope cable to the bitts with another length of line (stopper) to prevent the cable from being pulled around and loose from the bitts.
- BITTER END :The last end of the rope or cable that is doing important work. The bitter end of an anchor chain is secured to the bottom of the chain locker: also means the very end of everything.
- 14.



SPINDRIFT BY F.J. SKURKA

Model Expo Inc. the hobby supply house, P.O.Box 229140, 3850 N.29th Terrace, Hollywood, Fl. 33022 (Toll free # 1-800-222-3876) or WWW.modelexpoinc.com, "has produced a new line of model shipways historic marine paints. Developed by the well known ship modeler, Ben Lankford, a full range of historically accurate colors has been formulated specifically for ship models. These high quality, acrylic based paints can be thinned with water, alcohol or thinner. Cleanup with water easily which makes them ideal for use with an air brush. They can be brushed or sprayed, dry flat with a good grain structure and smooth finish". The regular price is \$2.49 for a full ounce bottle with the introductory price of \$ 1.99 each. In the regular paint line there are 38 shades, from bulwark dark green, carving quilt gold to hull copper and hull red; a very wide selection. In addition , they offer " premixed, ready to use water based wood stains which clean up with water and soap. They dry fast, are safe and easy to use and come with wide neck 1 oz. bottles, made by "minwax" they cost \$2.49 each. The vermont maple can be used for running rigging, the english oak for decks and running rigging, (looks like new manila rope) , colonial pine for decks, railings and running rigging and american walnut for natural walnut. Prestained wood conditioner allows for even penetration and controls grain rise, made by " minwax" cost \$2.99 1 oz. Polycrylic protective finish is a tough clear finish which dries ultra fast, has low odor, is water based, cleans up with soap and water and is a good top coat for stains and paints; this finish also costs \$2.49 for 1 oz.

Uniquely, they also offer official color chips for different ships and navies at various times. These are from actual paint samples, reliable sources or appropriate period standards and are based on the official specifications, each set is made to eliminate variation and matches the original in any light condition. these include:

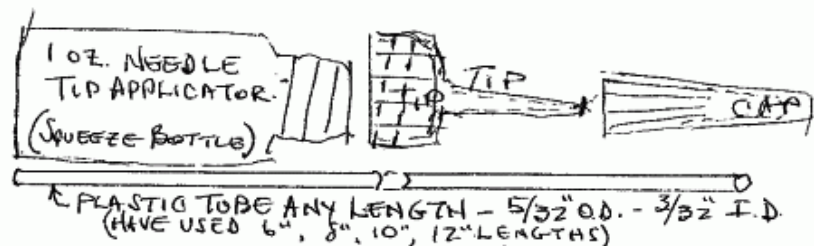
1. U.S.Navy World War II ship colors set No. 1;
Pre-war grays and purple-blues through 1944. Twenty chips. Price \$ 17.99
 2. U.S.Navy World War II ship colors set No.2
Greens and browns used by amphibious and PT boat forces.
Neutral grays came into use in 1945. Thirty chips Price. \$24.99
 3. Royal Navy World War II ship colors: Prewar gray through the end of 1941. Twenty two chips. Price \$21.99
 4. Imperial Japanese Navy World War II ship colors: Also tells what ships used which gray during specific periods. Eight chips. \$9.99.
- Modern warship colors (paints) ; World War II:
Prewar ,(2); Early 1941,(3); Late 1941, (5);Late 1942,(7); 1943,(3);
Prewar, 1920-1930,(1); 1942, (9); 1943 Early greens,(4); 1943 revised greens, (5) 1944,(4); 1944-45,(7).
Royal Navy-World War II: (22).
Imperial Japanese Navy-World War II: (8).

Obviously, this is a very accurate and widely diverse selection of paints, to fit the navy, country and time. Paint schemes are critical to an accurately detailed model and of necessity must be correct. The prices may seem high, but research costs money. Besides if you are not satisfied they'll give you your money back- Guaranteed.

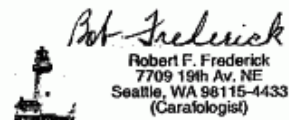
If you use tracing paper for your modeling, and find it too flimsy, try kitchen parchment paper. A roll 16ftX15in. (20sq.ft) costs \$1.20 in the supermarket. It takes pen or pencil and can be used as a template, which can't be practically done with tissue paper. Some modelers use it to make sails. A roll will last a long time.



A HANDY GLUING TOOL.



1. Fill bottle about 3/4 full of white glue.
 2. Add water and mix to desired consistency.
 3. push tube onto tip, invert and squeeze, glue will come out of lower end.
 4. Invert for a second, insert into bottle, place glue where needed by squeezing.
 5. Wash out tube by inserting inside faucet and allow water to flush all glue out.
 6. Glue will last months in this, when capped.
- Can be purchased in Craft or Fabric shops. Also very good for other uses outside of bottle.



SPINDRIFT (continued)

If you're interested in different and out of the ordinary ship model kits, look into "across the Pond", Marblehead, P.O.Box 153, Ma.01945. They offer Norwegian, German and English ship model kits among many others. Their web site is: WWW.acrossthepond.net or call Dudley at 1-800-469-3957. A catalog of their website is \$3.00.



"The Pirates Flag Modelers, a model club based in Amelia Island, Florida, needs a person to make a presentation and demonstration on ships in bottles. Our attendance is usually 15 to 20 people. The presentation should be about 45 minutes to 1 hour. We usually meet one Monday a month at 7.00pm. but other days can be accomodated. Free supper will be provided for the presenter. Please contact Hal Mather at 904/261-6420 if you are interested."

15. Thanks Ray.

Regards,

Hal Mather
40 Marsh Creek Road
Amelia Island, FL 32034



BOOKS

BY

Francis J. Skurka

Sailor's Folk Art Under Glass
by Louis Arthur Norton
#8B First Edition

At the Eastern regional SIBAA Conference at the Chesapeake Bay Maritime Museum in St. Michael's Maryland, September 8-10, 1995. Professor Louis Arthur Norton, Gave an interesting and absorbing presentation of the history of Ships in Bottles. Based on his book, the program followed much along the book's story line and the only criticism that could be made, was that the slides used to illustrate the talk were poorly copied, from the photographs in the book.

This little, 5½x8½" soft covered booklet has 32 pages filled with the history of what the author calls "folk art". There are eighteen black & white photographs of photographs inside bottles. Showing scenes of a timbered village, victorian fans and ribbons, ships of various kinds and types, whimsies, wirligigs, crucifixion scenes, dioramas of port scenes and dolls at an elaborate intricately constructed loom. The author acknowledges the staff at Mystic Seaport Museum for their help and states that the purpose and "intent of this book is to acquaint the reader with the beauty and breadth of these works as well as to their history and references in literature". In this he succeeds admirably and gets no dissent from me. Having seen the superb work displayed at St. Michael's I wonder what he would say of today's artisans creations?.

Professor Norton delves into the daily lives, living and working conditions of nineteenth century sailors, aboard fishing vessels, merchant ships, whalers and men -of- war ships, and the impact the conditions had on the handiwork created by these "Men of Iron" in "Ships of Wood".

He believes that the bulk of these models were made by seamen from the North Sea Countries: The British Isles, France, Holland, Germany, Denmark, Norway, Portugal, Spain and Belgium. There is a list of marine Museums in western Europe featuring ships-in-bottles. another list , the museums in the Untied States.

There are several paragraphs regarding bottles and flasks and the history and manufacture of glass which details how glass bottles are made.

The " Nautical Scene " is covered in detail, with regard to the ship, the bottle and it's shape and the diorama, if one is created. A good explanation is given on the usual techniques of building: hull, yards and masts, deck furniture, flags, closures and a comprehensive critique of the factors on a well built ship-in-bottle. An epilogue " the components of desirability" gives a great insight into the " subjective design or aesthetic property" of a model. The author ends his work with the best line i've ever read regarding ships-in-bottles: " Thus , sailor's folk art in bottles are beautiful and fascinating pebbles left on the sand from the cbb of the tide of time. They are for us to collect, preserve, study and cherish". The book has a bibliography for: Marine history, Bottles, Models in bottles and modeling marine antiques, marine art, marine traditions and terminology and literary works.

This book is an extremely worth while addition to a ship bottler's library. I do not know the currant price: I do remember that sibaa members receive a discount. Old Salt Box publishing House, Inc. 40 Felt Street, Salem, Ma. 01970: Bob Cahill, Tel. 978-741-3458. At the time , I think I paid \$6.00 plus shipping.



A few words from the membership chairman:

Just want to say hello to all of our members. As I begin in my tenure as Membership Chairman, I do so with joy and trepidation. Joy because of the opportunity of making a contribution to our especial Journal, and trepidation because of the difficulty of matching the outstanding performance of Commander Hubbard, during his many years of involvement with the Journal. I will try to honor his time on deck.

Renewals:

Thank you to all of you who have promptly renewed your membership and my apologies for the mishap of the wrongly addressed envelopes. I can assure you that all envelopes have been received through the courtesy of my local mailman who has served me well for the past 20 years. It helps to have a name like mine, once you learned it you'll never forget it.

To those of you who have not sent the membership dues, I urge you to do so promptly, I do not want you to miss any of the issues but unfortunately this will be your last one. Don't forget, as you read this note, get your checkbook out and send your dues. We need your support and we want you to stay in our selected group of craftsmen!

Especial thanks:

To Hugh Fyfee, of Orangevale, CA and James Herr, of Marysville, WA for their generosity in sending a donation above the basic dues.

Very Especial thanks:

To Conrad N. Forget, for his very generous donation in loving memory of his departed first mate, Barbara Mae Forget. We all feel your loss, Conrad. We will put these donations to good use.

Membership Drive

We are thriving to increase our membership and we will welcome any assistance or ideas you may have towards such goal. In the interim, I urge you to promote our association through your friends and associates, or fellow craftsmen. You may place a card in the bulletin boards of your local Library, Museum or Learning Centers. Let's keep this craft alive and widely disseminate its virtues and value - For that, we need your assistance.

Thank you for your attention, I hope to hear from you soon, until then...

George D. Villiers-Furze

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European Association Of SIB membership	Pat Labistour	610	1	99 26
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64' Distribution Box (L type) boat	unknow	1470	2	99 3
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Issue 4 year 1999				
Converted Zeeland Sloop	Alan Rogerson	1410	4	99 3
In Memoir to Juzo Okada	Don Hubbard	800	4	99 4
Fair American	Bemd Braatz	2000	4	99 5
Bokma	Bob de Jongste	1000	4	99 10
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Spindrift Smithsonian Inst.	F. J. Skurka	2050	4	99 18
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Issue 1 year 2000				
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Detroit 2001 SIBA Exhibit	Joe Barr	1900	1	0 4
SIBA 1997 Michigan members	Thaomas W. Lemon	400	1	0 9
From the members	misc.	1300	1	0 12
Ships of Ivory	Jack Hinkley	1200	1	0 19
Sweet and sour Weathering Mix	Alan Barraclough	2420	1	0 23
SIB Hobby Cutters	Jack Youngblut	2925	1	0 24
Patrick O'Brien	Patrick O'Brien	300	1	0 25
Spindrift Googone Twice as tacky glue	F. J. Skurka	2050	1	0 26
Lexicon	F. J. Skurka	850	1	0 27
Feelin old	unknow	1000	1	0 34

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The copy will be printed in four consecutive issues (1-year) from the closest publication date of receipt. Checks for ads should be made payable to: "The Ships-in-Bottles Association of America" and sent along with ad copy to:

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1606 Harley St.

Calistoga, Ca. 94515.

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Dutch SIB (<http://home.clara.net/hjongste/sibnl.htm>)
Sib History Page (<http://fundinet/fpweb/2-hist.htm>)
Ralph's Propaganda Sheets (<http://natosongs.com/hit-the-bottle.html>)

THE SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA

Thank you for your query:

The **Ships-In-Bottles Association of America** (S.I.B.A.A.) is one of several affiliated ships-in-bottles associations throughout the world. All share the common goals of promoting the traditional nautical art of building ships-in-bottles through the exchange of ideas, and the hope of advancing the cause of international good will by sharing mutual interests.

While our title indicates that we are an American organization, we have members as far afield as New Zealand, Australia, India, Japan, many European countries, as well as throughout the U.S. and Canada.

Our Journal, **THE BOTTLE SHIPWRIGHT**, is published quarterly and introduces ideas of ship-bottling submitted by our diverse and talented membership. The Journal also contains news of our bi-annual conferences in various parts of the country, competitions and exhibits, articles about bottling ships, photos of member's works, modeling plans and other material related to the art. As a result of the Association many members correspond with one another throughout the world and many new and close friendships have been formed.

We would like to invite you to join us. Current dues are \$20.00 U.S. currency, and checks should be made out to S.I.B.A.A. Please send to:

GEORGE D. VILLIERS-FURZE
MEMBERSHIP CHAIRMAN
P.O. BOX 16205
San Francisco, Ca. 94116.

APPLICATION FORM

Full name: _____ Date: _____

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City: _____ State: _____ Zip: _____

Telephone: _____

Please briefly indicate your interest and experience with bottled ships: _____



HINTS FOR BETTER PHOTOGRAPHS OF YOUR BOTTLED SHIPS

Photographs are always needed to liven the pages of Bottle Shipwright and to illustrate your own techniques. To help you get quality results we offer the following suggestions:

1. Keep the background light and simple. A pressed white bedsheet or a light colored pull-down shade works well here.
2. Slower films generally have less grain than fast films though this is not a major factor.
3. Reflections can often obscure the model within. *One way to minimize these is to take your picture outdoors on an overcast day.* Bright sunlight is not good for bottle photography as it always creates highlights and also causes the lighter parts of the camera to reflect on the glass.
4. Before clicking the shutter carefully look through the viewfinder to find the reflections. Sometimes you can move or reduce these in size by tilting the bottle slightly backward or forward, or by turning it a bit.
5. Place your camera as close to the subject as possible. If you have a camera with interchangeable lenses and have a long focus (telephoto) lens, try using this. You can often focus closely with these and the distortion is minimized.
6. Take more than one picture using different exposures.

MAKING SHIPS IN BOTTLES

In recent years there has been, world wide, a huge resurgence of interest in this traditional sailor's craft. LEON LABISTOUR, late President of the European Association of Ships in Bottles, devoted over 40 years of practical experience in fostering this interest. All his time-proven methods have been published in a **BOOK** which is now regarded as a major work on the subject. Precise text, photographs and working-size plans assist the modeller to make six different ships in bottles, from Beginner to Advanced. A4 format, 104 pages, 37 photos, 80 plans & line drawings, full colour cover. Price \$20 surface, \$30 airmail.

MAKING SHIPS IN BOTTLES

Now available in USA compatible **VIDEO**, Leon and his wife Patricia take the would-be ship in bottle maker easily and painlessly into a totally fascinating hobby. This video is a fully professionally made production, running for approx 70 minutes, showing clearly all stages in producing an excellent first model. There are maybe tips for the more experienced, too! Price \$20 surface, \$25 airmail.

MAKING SHIPS IN BOTTLES

Matching **KIT** of essential parts, tools and materials can now 'get you started' quickly....kit contains sufficient for making TWO ships in bottles - the 2 masted 'Beginners' and a Three Masted Barque. Bottle not included. Price \$45 surface, \$50 airmail.

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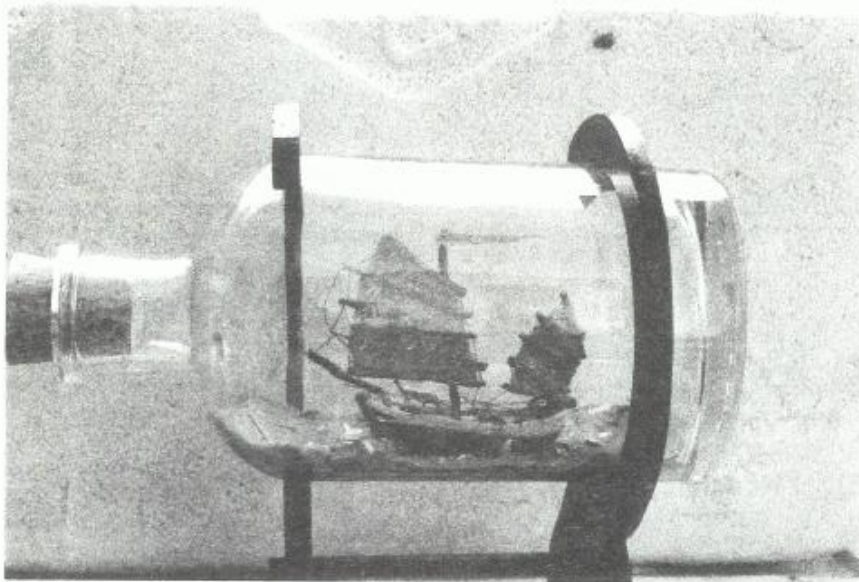
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The photos above and below are the work of one of our members Alan W. Barraclough, of Philadelphia, Pa. The Chinese Sampan is only the second Sib he has attempted.

It presented several challenges, especially the sails which had to be pleated and collapsed to fit into the bottle, along with hinging the mast. Nice work Alan.

